

## 12. CASHMERE VIEW STREET TRAFFIC MANAGEMENT

<b>General Manager responsible:</b>	General Manager, City Environment, DDI 941 8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Authors:</b>	Philippa Upton, 941 8808 Steve Dejong 841 6428

### PURPOSE OF REPORT

1. The purpose of this report is to inform the Spreydon/Heathcote Community Board of the results of an investigation into the traffic management along Cashmere View Street in response to a petition received from residents of the street and to recommend to the Board that the installation of further traffic calming devices within Cashmere View Street are not considered necessary.

### EXECUTIVE SUMMARY

2. Cashmere View Street kerb and channel renewal and full Carriageway construction was completed in early 2010. (**Attachment 1**). The street is wholly residential and is located between Rose Street and Ashgrove Terrace, close to the Heathcote River. Cashmere View Street contains a small park, and is also close to Cashmere High School and several homes for the elderly.
3. Prior to the renewal, initial issues gathering for Cashmere View Street reinforced strong resident concerns about short-cutting, speeding and antisocial driving. The plan developed for consultation reduced the carriageway width to nine metres, narrowed both entrances at each end of the street to seven metres and provided two six metre wide mid-block narrowing's without vertical elements.
4. Traffic counts prior to the rebuild placed outside numbers 11 and 45 revealed an 85<sup>th</sup> percentile of 40 km/h and a seven day average daily total of 1,600 vehicles per day. Although the through traffic movements were at the higher end of those expected for a local road the speeds were below the levels expected to qualify for further calming treatment. This data was collected during the school term break of 5 -20 July 2008.
5. Key issues raised again during consultation on the concept plan were short-cutting and to a lesser extent speeding. A number of residents requested further measures to slow traffic speeds and limit through traffic. Therefore the plan was adjusted to provide raised platforms within the narrowing's at either end of the street. The 17 March 2009 report approved by the Community Board approved these changes.
6. The report of 17 March 2009 also included the provision within paragraphs 26 and 27, under Consultation Fulfilment, that 'should a future speed survey confirm there is a speeding issue in Cashmere View Street,' additional measures could be undertaken for traffic calming. However this situation remains unchanged following recent traffic counts, and this data does not support any additional action.
7. Following construction between November 2009 and January 2010, a petition from residents was presented to the Community Board on 16 February 2010. The petition stated that 'the recent reconstruction in the street has resulted in a significant increase in traffic speed' and included the request to install 'at least three speed humps' to deter the 'boy racers' and speeding traffic that is making our street unsafe.' The petition showed 100% resident support.
8. As a result of receiving the petition from the residents of Cashmere View Street, staff undertook post construction traffic counts during the week of Wednesday 7 April through Wednesday 14 April 2010, in the same locations as the pre construction data was collected. This data was also collected during a School term break, being 1 - 19 April 2010.

9. The data collected from the April 2010 tube count surprisingly showed post construction 85 percentile speeds of 48 km/h an increase in speed of 8 km/h. However the through traffic movements in the street dropped dramatically from 1600 in July 2008 to 600, a decrease of 1,000 vehicular movements per day. It is important to note that although the speeds for Cashmere View Street had increased, speeds were still within the lower levels for an 85 percentile speed expected within residential streets. This however may not be much consolation for the residents of Cashmere View Street who may still perceive that vehicles speeds are too fast.
10. Staff found this a very interesting case and undertook a second lot of post construction tube counts to verify the previous findings. These counts were taken during the school term on the week of Tuesday 3 August through Friday 13 August 2010 in the same locations as the two previous counts were taken.
11. These August 2010 counts showed a further increase of 1.7 km/h on the April 2010 counts, bringing the latest 85 percentile speed reading for Cashmere View Street to 49.7 km/h. Once again although this is no consolation to the residents of the street, these speeds are not considered high speed readings.
12. If Network Operations staff were to consider Cashmere View Street separately from the recent rebuild and accessed it on the latest data for calming, Cashmere View Street would not meet the minimum criteria for the installation of further calming. Staff can empathise with the residents of this street however there is a direct correlation between the decrease in the numbers of vehicles moving through the street and the increase in speed recorded in the street; but overall there are fewer vehicles travelling at slightly faster speeds. It is also likely that these faster speeds being recorded are people who are more familiar with this street.

#### **FINANCIAL IMPLICATIONS**

13. There is no funding available in the 2009-2019 LTCCP for additional traffic calming in Cashmere View Street.

#### **Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?**

14. Yes, the recommendations of this report align with LTCCP budgets, as above.

#### **LEGAL CONSIDERATIONS**

15. There are no land ownership or other legal issues associated with this project.

#### **Have you considered the legal implications of the issue under consideration?**

16. Yes, as above.

#### **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

17. Yes, currently there is no funding available in the CLIP and staff are not recommending any additional street calming.

#### **Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

18. Yes as above.

#### **ALIGNMENT WITH STRATEGIES**

19. The recommendations in this report align with current Council strategies including the Parking Strategy 2003, the Road Strategy 2004, the Christchurch Public Passenger Transport Strategy 1998, the Cycling Strategy 1998 and 2004 and the Pedestrian Strategy 2001; and are consistent with the requirements for arterial and local roads as defined within the City Plan.

**Do the recommendations align with the Council's strategies?**

20. As above.

**CONSULTATION FULFILMENT**

21. No further consultation was undertaken in relation to the collection of data for this report as the purpose of this report is to supply technical data and information to the Board.

**STAFF RECOMMENDATION**

It is recommended that the Spreydon/Heathcote Community Board:

- (a) Receive the information. .
- (b) That no additional traffic calming measures be undertaken in Cashmere View Street at this time.

**CHAIRPERSONS' RECOMMENDATION**

For discussion.